

ON A JAPANESE BATTLESHIP.

A VISIT TO THE "FUJI"

at the wreck about 14 hours and saw some of the ship's cargo washed ashore. Returned to Foochow the next day. Enquired and searched among the villagers to find if any masts had come ashore, and some "braves" were left to watch the wreck. Witness did not return to the vessel after this.

The Court was cleared for a while and on returning Capt. Hall was further questioned as to the persons on board; he said there were forty-five persons all told on the articles and twenty-three passengers all told. There were also, not on the articles, one native cook, three passengers' cooks, one servant for officers, and one mess room steward.

The President said it was so what was the articles? They might have lost 20 people that nothing was known of. It might be a common custom on the coast but it was a very wrong one and rendered the ship liable to seizure.

Witness said the villagers had invited some of the people to go with them and so they might have been missed.

The Court was again cleared and Captain Hall was further examined on returning, as to the number of his crew. There were 45 on the articles and 23 passengers. With passengers and crew there were 77 persons in all on board. Those not on the articles were on board with his permission, it being the custom in the coasting service. The people not on the articles were generally cooks and servants paid by persons on board whom they worked for. He had frequently been through the passage between Cow's Horn and Fung Yee Island in N.E. monsoon. To the President—The Sailing Directions said that this passage was not considered safe for large steamers. Nothing was saved from the ship. He asked the quartermaster to get a chart but he did not do so.

The President—Do you not think you should have done so yourself?

Witness—I was looking after the crew and passengers being got away.

The President asked why witness had not saved his log-book and papers.

Witness—Again repeated that he was looking after the safety of the ship's company.

The President—You had a large staff of officers and surely they could attend to these things.

Witness—The engineers and firemen were anxious to get away and the seas were breaking over her bows when I left. I hoped to be able to get back to the ship. Continuing Witness said they had "boat stations" at 20 minutes ago. The officers all knew their stations and most of the crew did.

The President again said there was plenty of room in the boats and no crowding and witness certainly should have saved his log-book and papers when the ship was broken up. He said nothing more to be done. If the passengers refused to go in the boats they should have been thrown into the sea.

Witness said that the chief officer and the second officer were working at the boats and the third officer was on the bridge. The chief officer also was with the carpenter sounding the pumps. Witness pointed out to the officers the place where he wanted the boats to land. He chose the landing as being the nearest to the ship. From the ship he saw the surf. Afterwards he saw the boats in the surf and he thought they would come back to the ship. The stern of his boat was broken against the ship's side and he had to go through the surf. The boat could not have gone any further, and she was full of water, and practically unmanageable.

To the Court.—The chart produced was similar to that he used. He got it some time last year. After entering the passage between Cow's Horn and Fung Yee Island, he was steering N. N. E. by E. He was keeping the ship in mid-channel and he kept one course for Brown Rock. He steered up on the course mentioned above and kept it till she struck. He gave the course when Brown Rock was about 3 points on the starboard bow. He knew Brown Island and a small rock near the island. There was a cleft in the rock and he saw daylight through it to the southward and westward of the island. He did not observe any broken water about the ship when she struck. It was a fine clear day. He believed it was the fore part of the ballast tank that struck. The ballast tank was about 60 ft. in length. The sluice valve permitted the water from forward to go into No. 1 hold. He never had any complaints as to the state of the wells, &c. When the ship struck there was a sharp crack like an explosion. The ship made water then so rapidly that he had to look to the safety of the people. He did not know if the sluice valve were open or not. There was a pump in the engine room connecting with the forehold, but he did not know what sort of a pump it was. The engines were going all the time from when the ship struck till he reached. Directly the ship struck the chief engineer said he was pumping out the forehold. The ship was not under command all the time after striking, her rudder being useless on account of the water coming in forward. He thought it was his safest plan to stick to the mainland as he was sinking rapidly. He would not have thought of sending his boats away from the ship as beached. After beaching the vessel he got her head to wind and sea. He did not see a man in getting the starboard boats away. The ship's boats were not very comfortable with eight or ten men in them. There was no panic among the Chinese passengers or crew, but they were a little excited. There was enough sea to smash the boats alongside the ship. The only Europeans in the five first boats were the three engineers, the two officers and a passenger. Every boat swamped in the end. No attempt was made to steer the boats with oars.

The President asked what the officers were doing all the time after the ship struck.

Witness said the second and third officers were looking after the boats and the chief officer was attending to the well.

The President—What was he watching the water, whether it was coming up or going down all the time, when the ship was sinking? It is the Chinese who were in the boats.

Witness, to the President, said that he had carried 50 passengers out of Hongkong at one time with the same complement of officers. If he had that number on board when wrecked the loss of life would have been considerable. It was three-quarters of an hour from the time of striking till all hands were out of the ship.

W. S. Burrows, third officer of the *Namoa*, said that he held a second's certificate issued at Liverpool. He was on watch at the time the ship struck, but did not take any observations. He had been in the coasting trade for about two months and did not know the chart. The steamer was steering by the Captain's orders and witness was standing by the wheel to see that the Captain's orders were carried out. After the ship struck he had orders to lower the boats and he took the passengers on shore.

J. O. Pritchard, second officer of the *Namoa*, said he had been about 16 months in the steamer. He was in his berth at the time of the accident and went up on deck when he found the chief officer sounding and the Captain was near. He lowered the port side boat according to the order of the Captain.

In answer to Captain Robinson witness said that in his opinion it was impossible to save the ship and it was imperative for them to leave her.

The enquiry was adjourned till 10 a.m. to-morrow.

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It is a far cry from the war junks of Japan of a few years ago to the armoured battleships of the Land of the Rising Sun to-day. One of the latest triumphs of the naval shipbuilders' art put in her appearance in Hongkong waters yesterday fresh from the master's hands, and en route to the land of Madame Chrysanthemum. The newest addition to the Mikado's navy is the battleship *Fuji*, which arrived here at noon yesterday and, after the usual ceremonious burning of gunpowder, she took up an anchorage away off Kowloon City.

A Telegraph reporter was deputed to make a "look-see" round of the big fighting machine. It was a long pull for four busy eyesmen, with a strong current against them, but after patient work and no end of dodging to clear fussy steam launches and big lumbering junks, the goal was reached. The new battleship could hardly be said to be painted white, and, if she were so at first, she is now in the best colour imaginable for perplexing an enemy's gunners. She is neither grey nor lead colour and the only thing that "gives her away" are her funnels and masts. Indeed, at a few hundred yards' distance, it would be hard to pick out her hull from the foreground that makes a background for her. Coming alongside one feels that all the good things said about the *Fuji* have not been exaggerated. Her torpedo-tube spars are the first thing to strike the visitor's eye and then imperceptibly attention is drawn to those great fore-and-aft guns in either turret. The *Fuji* has two funnels, both painted white, with black tops, and she also sports two masts, the lower ones tubular and carrying military tops, with two 316 quick-firing and six 12-inch guns. The upper masts are of wood and support each two electric lights at the top and one higher up, these being used for signalling purposes.

On arriving at the starboard gangway the *Telegraph* man met a neat little ensign and also a very civil quartermaster, the latter conveying the incidental postboard to the officer of the watch. This gentleman proved to be Torpedo Commander Tada, and after a pipe of peace (*anglia* Melachroli) with him the ensign was handed over to Sub-Lieutenant Nakajima to be shown round. Of his gold (in many ships' papers) the newspaper man can only speak in the most unqualified terms of gratitude. Mr. Nakajima first led the way to the belt deck, which is strongly armoured, and right in the eyes of the ship was seen the remnant of a torpedo tube and in close proximity was one of the deadly missiles, *missus* its head. On the deck below the *Fuji* is fitted with refrigerating and ice-making machinery, a fact that should turn most British officers, on tropical stations, green with envy. Below the second forward hatchway is the torpedo magazine, and here, as at all other parts, electric lights are used. Altogether some 700 electric lights are in position aboard the *Fuji*. In the course of the ramble the sailors' mess deck was struck when the men were at "chow." It only needed one to stick his eye to fancy himself in the mess deck of a British man-of-war. There were beef, vegetables, bread, pudding, rice, &c. and soup à la Japonaise. The cooks and pantriesman have nice rooms placed about on the mess deck and with tiled floors and painted walls, and the cleanliness and neatness of the place is something to be admired. The extreme, more especially as welcome signs of the briny come to through the ports on either side. The sick bay is also on the main deck and is as pretty and comfortable a little hospital as one could desire. There are some 20 iron and gilt swing cots, with plenty of room between, and the ports make the place always cool and pleasant. There are six cases now in hand, but fortunately they are only of minor surgical character. The dispensary adjoining the hospital and it is so roomy and well fitted that many shore hospitals could not compete with it. Baths, filters, &c., are provided on a lavish scale for the use of the patients. A little farther along this deck one of the 6 in. guns is seen, its breech carefully covered with a housing of canvas. The armour on this, the belt deck, consists of 6 in. special Harvey nickel steel, and covers the most vital parts of the ship. A little further on, the sailors' galley is found, a masterpiece of work as regards cooking, boiling, and baking, and the well exposed and cunningly devised to hold the tinned food, "dippy boxes," &c. The warrant officers have spacious and well furnished cabins farther aft, and just over the engine room companion is a grand workshop, for the engineers, fitted with lathes, drills, planes and everything else to be looked for in an up-to-date battleship. Then on either hand are to be seen sailors' lockers, and also receptacles for the "stokers' mess." On this "black squad" have lavatories and bath-rooms of their own and every other convenience that a *fin de siècle* coast-shoveller could desire. Following Mr. Nakajima, the reporter reached a dark and awfully hot place known as "Magazine Flat." This is on a deck several feet below the water line and is lighted with electricity day and night. There are a couple of ventilating fans here, and right under the air shafts the cool draught is very refreshing; a few feet away, however, and the "hotter story." On this deck are also to be seen the hydraulic engines for working the big guns to the barbettes and turrets, one being located fore and aft respectively. The dynamo, of which the ship has several, are equal to about 450 amperes each, and they too are on the lower deck. The *Fuji* has no less than five search lights and it will be readily understood that considerable electric power is required for them alone. Amongst other bewildering places on the lower deck the visitor was drawn to the electric power room, where the torpedoes, fitted with two sets of engines, on the spar deck there are two more dynamo to supply the general electric lighting of the ship, and overhead there are all sorts of queer contrivances for the carriage of torpedoes to the tubes and shot and shell to the guns.

It was quite a treat after viewing all these endless pieces of machinery to strike the wardroom. There are few warships can boast a better. It will seem comfortably so to go people and its leather covered chairs and settees, pretty drapery, library, mirror, fireplace and silver lamps and pot plants, make one begin to institute comparisons with the "first class" on some of our passenger liners. A table amongst the decorations of the wardroom, which extends the full width of the ship, are four etchings of Marlin's naval pictures, signed by the artist and presented by the Queen's Marine artist and these pictures were drawn to the day in *Telegraph* Bay. Their titles are: "See how that noble lord, Collingwood, carries his ship into action," "They have done for me at last, Hardy," "Well, Hardy, how goes the day with you?" and "Thank God, I have done my duty." There are also framed in plain oak and occupy prominent positions on the walls, and off these quarters is the paymaster's roomy office, with desk, bookcase, &c. Adjoining is the gun room where accommodation is provided for some 50 or more midshipmen and other "young gentlemen" who have not yet reached the wardroom stage. The room is well lighted by the ports and is just such a place as a happy youngster could only his head and hand in a jacket as he sits on the deck.

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Next Mr. Nakajima escorted the visitor into the *sanctum sanctorum*, the Admiral's cabin. There didn't happen to be any Admiral on board the *Fuji* at the time, but many officers would be quite content to be his *locum tenens* any time. The apartment is on the main deck and is beautifully fitted up. Luxurious leather chairs and couches, soft carpets, a cosy fireplace, book case, mirror, &c., and many dainty ornaments make the place fit for a *dame's* boudoir. Then the Admiral's drawing room was visited and here was much to interest the inquirer. Martino was again an evidence. There was a fine black and white of the *Fuji* in section, a splashed water colour, and also a study of a picture of the Emperor of Japan on the *Fuji*. In addition there were some splendid photos of the ship before the Spithead review and portraits of the captain of the battleship, of the Chevalier de Martino and other attractive subjects. An interesting feature in the collection is a big old three-decker, with stun sails set and sailing in squadron, a splendid contrast when placed alongside the pictures of the *Fuji*.

As before the battleship boasts a "stern walk" or quarter gallery, and here under the awning and shelter of a Persian cigarette the newspaper person began to retrace that he had been elected to the Japanese "navy." Mr. Nakajima was inexorable, however, and he duly disclosed the Admiral's pantry, the staff officer's cabins and mess-room, the captain's cabin and pantry, and the deck knows what. We noticed that there was a nice little fireplace in the Admiral's cabin and also that there was a compass suspended from the ceiling so that his most gracious can see the ship's course without going out of bed. The captain's cabin was a cosy little room, the front room of the ship, and the ground work of the cabin walls in this part of the ship is worthy of note. The groundwork is of dark green relieved by chrysanthemums in red and yellow, with an anchor in the centre, and the effect is very good, and appropriate.

Questioned about the Jubilee display Commander Makoto Saito and the other officers spoke in high terms. As to the blunder of some of the British ships firing instead of blank, nearly knocking the *Fuji's* funnel away, the officers' answer was that it was a good job that the Japanese in the Jubilee review at Spithead leave a red letter day in their lives and the Japanese sailors would need to know French to do justice to the occasion.

En passant, it may be mentioned that Mr. Nakajima invited the visitor to make a trip up to the big gun turret. A Turkish bath was nothing to it and fortunately the naval clearance found out that they had been painting inside the turret or he'd have had a more or less dead newspaper man on his hands. The officer in command of the Japanese *Murata* weapons, handy light, and good for seven rapid shots at long range. Nearly all the officers have seen service in the late China-Japan war, the Captain having been in charge of the torpedo depot-ship. During his visit the reporter had many courtesies from Commander Saito, also from Fleet Engineer Yamamoto and Torpedo Commander Tada.

It is satisfactory to learn that the big battleship had fine weather all through her voyage, but for three days before reaching port she had head winds, and she was in such good luck that they were not noticed to any extent. The *Fuji* has a horsepower of 14,000 and does her 18 knots, while her two vitelline torpedo boats are good for 16 knots. While at Tilbury the ship was visited by all the leading people of Great Britain and her officers did the courtesies in right royal style.

The *Fuji* flies the Rising Sun ensign and the red ball on white ground forward. Looking at her stern or stern on, her hull impresses the spectator, the "wanishing line" before reached so soon, but it is only on her decks and below that one gets anything like a true idea of the enormous space there is in the vessel.

The *Fuji* was built by the Thames Ironworks Company and launched at Blackwall on March 21st, 1896. On her first day's trial she did 10.37 knots over a 10-knot course, with her stroke hole on 7 and 10.20 knots indicated horsepower. On the second day a full speed she put up 13.54 knots over a 10-knot course, and with 1,000 h.p. she gave 8.8 knots. The *Fuji* measures between perpendiculars 374 ft., length over all 406 ft. 6 in., moulded breadth 73 ft., depth to top of keel plate 44 ft. 9 in., mean water draught 26 ft. 3 in., displacement 12,550 tons. Her keel plate was laid on September 1st, 1894, and she was launched on the 21st of March, 1896. The *Fuji* is fitted with big 12-inch guns of 33 tons, and she has a total of 12 guns. She is also fitted with 18-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 6-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 4-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 3-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 2-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/2-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/4-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/8-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/16-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/32-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/64-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/128-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/256-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/512-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/1024-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/2048-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/4096-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/8192-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/16384-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/32768-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/65536-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/131072-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/262144-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/524288-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/1048576-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/2097152-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/4194304-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/8388608-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/16777216-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/33554432-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/67108864-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/134217728-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/268435456-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/536870912-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/1073741824-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/2147483648-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/4294967296-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/8589934592-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/17179869184-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/34359738368-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/68719476736-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/137438953472-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/274877906944-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/549755813888-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/1099511627776-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/2199023255552-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/4398046511104-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/8796093022208-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/17592186044416-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/35184372088832-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/70368744177664-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/140737488355328-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/281474976710656-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/562949953421312-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/1125899906842624-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/2251799813685248-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/4503599627370496-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/9007199254740992-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/18014398509481984-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/36028797018963968-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/72057594037927936-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/144115188075855872-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/288230376151711744-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/576460752303423488-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/1152921504606846976-inch guns of 12 tons, and she has a total of 18 guns. She is also fitted with 1/2305843009

Intimations.

Dr. KNORR'S
ANTIPYRINE

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS.
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!Dr. OVERLACH'S
MIGRAININE"LION BRAND"
(ANTIPYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an analeptic.

Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers:—
FARHWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

[155]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAMSU."
Captain Sales, will be despatched as above TO-MORROW, the 20th instant, at 2 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th October, 1897. [1580]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA STRAITS AND COLOMBO.
(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA."

Captain John A. Davies, will be despatched as above TO-MORROW, the 20th instant, at 5 P.M.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 1st October, 1897. [1504]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN."

Captain H. Blecker, will leave for the above Ports on or about WEDNESDAY, the 20th instant.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 19th October, 1897. [1553]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN."

Captain H. Supper, due here with the outward German Mail about TUESDAY, the 19th instant, will leave for the above place about 24 hours after arrival.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 19th October, 1897. [1553]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KAIFONG."

Captain Wright, will be despatched as above on THURSDAY, the 21st instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th October, 1897. [1577]

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR YOKOHAMA.

THE Company's Steamship

"MACHEW."

Captain Farrell, will be despatched as above on THURSDAY, the 21st instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th October, 1897. [1581]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU."

Captain J. Jones, will be despatched for the above Ports on FRIDAY, the 22nd instant, at 4 P.M.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A daily qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 11th October, 1897. [1545]

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"HIROSHIMA MARU."

Captain N. Ohno, will be despatched for the above Ports on FRIDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 16th October, 1897. [1574]

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

THE Company's Steamship

"HOGO MARU."

Captain H. Witter, will be despatched as above on FRIDAY, the 22nd instant, at Noon.

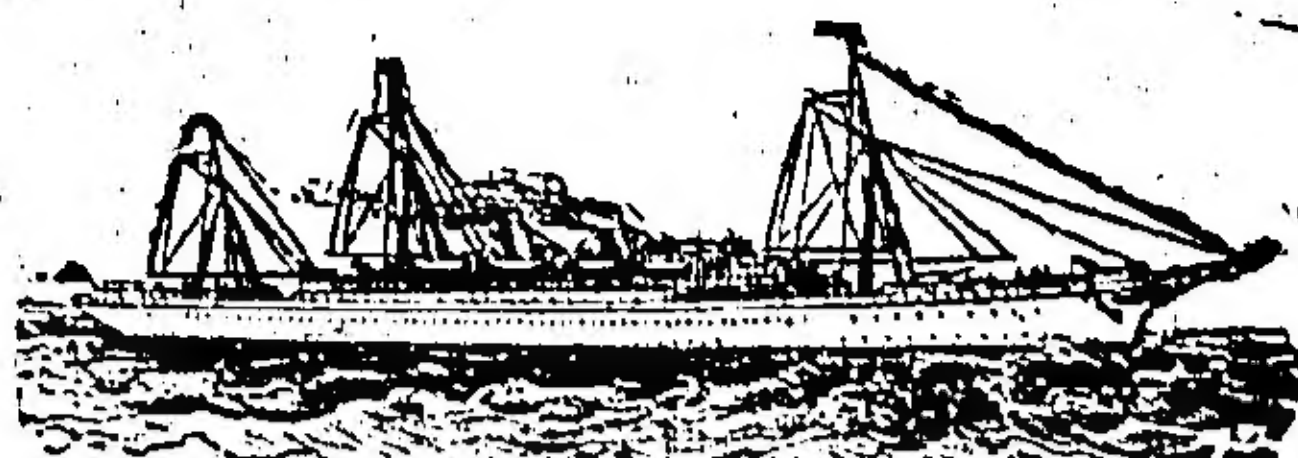
For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 16th October, 1897. [1554]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 27th October.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th November.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 22nd December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further Information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 1st September, 1897.

D. E. BROWN, General Agent,

Piddar's Street. [3]

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via

Shanghai, Nagasaki,

Kobe, Inland Sea,

and Yokohama).....

Tuesday, 9th Nov.,

at Noon.

China (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu).....

Saturday, 27th Nov.,

at Noon.

Pera (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu).....

Thursday, 16th Dec.,

at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA and HONOLULU on

TUESDAY, the 9th November, 1897, at Noon,

taking Passengers and Freight for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates, and particu-

lars of the various Routes may be obtained

upon application.

Special rates (First-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

Officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, re-embur-

sing at San Francisco for China or Japan (or vice

versa) within one year, will be allowed a dis-

count of 10 per cent. This allowance does not

apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full and same will be received at

the Company's Office until FIVE P.M. the day

previous to sailing.

Consular Invoices to accompany Cargo des-

tined to Ports beyond San Francisco, in the

United States, should be sent to the Company's

Office, addressed to the Collector of Customs,

San Francisco.

For further information as to Freight or

Passage, apply to the Agency of the Company,

No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897. [15]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE

COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DANIEL'S PATENT MOTOR LAUNCHES.

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 1st Nov., 1897. [15]

U. S. MAIL LINE.

PACIFIC MAIL STEAM-

SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

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Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates may be

obtained upon application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO

GRANDE, and NORTHERN PACIFIC RAIL-

WAYS; also the CANADIAN PACIFIC RAIL-

WAY on payment of 24 in addition to the

regular tariff rate.

Passengers holding ORDERS FOR OVERLAND

CITIES in the United States have, between

SAN FRANCISCO and CHICAGO, the option of

the SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO

GRANDE, and other direct connecting

Railways, and from Chicago to destination the

choice of direct lines.

Particulars of the various routes can be

had on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

Officials in the service of China and Japan, and to

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